REMARKS

The Examiner is thanked for the thorough examination of the present application. The specification and Claims 1, 18, 30, 39, 42-44, 46, 57-58, and 64-67 have been amended to correct the noted informalities, as helpfully pointed out by the Examiner. The specification has also been amended to correct a few additional typographical errors. Furthermore, independent Claims 1, 18, 30, 46, and 57 have been amended to more clearly define the subject matter thereof over the prior art.

Regarding the obviousness-type double patenting rejection of Claims 1-16, 18-29, and 46-46, submitted herewith is a signed Terminal Disclaimer on behalf of the Assignee, Omega Patents, L.L.C., specifying the appropriate portion of the patent term being disclaimed. Accordingly, it is requested that the double patenting rejection be withdrawn.

In view of the amendments and the supporting arguments presented in detail below, it is submitted that all of the claims are patentable.

I. The Claimed Invention

The present invention is directed to a vehicle control system. As recited in amended independent Claim 1, for example, the vehicle control system is for a vehicle including a vehicle data communications bus extending throughout the vehicle, and at least one vehicle device connected thereto. The vehicle control system includes at least one uniquely coded transmitter to be carried by a user, a receiver at the vehicle for receiving signals from the at least one uniquely coded transmitter, and a controller at the vehicle spaced apart from the at least one vehicle device and connected to the receiver and the vehicle data communications bus. More particularly, the controller is for

communicating with the at least one vehicle device via the data communications bus, learning the at least one uniquely coded transmitter to permit control of a vehicle function by the user, and causing an indication of whether at least one new uniquely coded transmitter has been learned. By causing the learning indication, the system therefore advantageously allows a user to determine whether an unauthorized transmitter has been learned.

Independent Claims 18 and 30 are directed to similar vehicle control systems, and independent Claims 46 and 57 are directed to related methods. Each of these claims has been amended similarly to Claim 1 to recite that the vehicle data communications bus extends throughout the vehicle, and that the controller is spaced apart from the at least one vehicle device.

II. The Claims Are Patentable

The Examiner rejected independent Claims 1, 18, and 46 over U.S. Patent No. 5,113,182 to Suman et al., and independent Claims 30 and 57 were rejected over Suman et al. in view of U.S. Patent No. 5,986,571 to Flick (the Flick '571 patent). Suman et al. is directed to a vehicle keyless entry system that is switchable to a training mode to train the keyless entry receiver to accommodate a remote transmitter for its first operation, additional transmitters, or replacement transmitters. The Examiner notes that Suman et al. teaches sounding a vehicle chime upon successful storage of a new transmitter code. The Examiner also notes that the microcontroller of the keyless entry receiver includes a parallel output bus **80** that is coupled to the door lock actuators, a vehicle horn, the chime, an alarm indicator, etc., via an output interface circuit **85**. See, e.g., FIG. 4; col. 5, lines 1-9; col. 6, lines 57-60; and col. 11, lines 11-38 of Suman et al. The Flick '571 patent is directed to a building

security system having remote transmitter code and verification code reset features.

Each of the above-noted independent Claims now recites that the vehicle data communications bus extends throughout the vehicle, and that the controller is spaced apart from the at least one vehicle device. In contrast, Suman et al. states that the receiver microcontroller "includes" the parallel output data bus **80**. See col. 6, lines 57-60. The parallel output data bus **80** is therefore an on-chip bus which is part of the semiconductor microcontroller device. It is not a vehicle data communications bus which extends throughout the vehicle that can be used for communications between a spaced apart vehicle device(s) and controller, as recited in the above-noted independent claims.

Neither Suman et al. nor any of the remaining prior art of record, either individually or taken as a whole, teaches or fairly suggests the above-noted deficiencies. Accordingly, independent Claims 1, 18, 30, 46, 57 are patentable. Their respective dependent claims, which recite yet further distinguishing features, are also patentable over the prior art and require no further discussion herein.

CONCLUSIONS

In view of the foregoing, it is submitted that all of the claims are patentable. Accordingly, a Notice of Allowance is respectfully requested in due course. Should any minor informalities need to be addressed, the Examiner is encouraged to contact the undersigned attorney at the telephone number listed below.

In re Patent Application of:
FLICK
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Respectfully submitted,

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CERTIFICATE OF MAILING

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to: MS Amendment, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450, on this 20th day of May, 2004.